

# THE BRITISH COLONIST.

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## THE BRITISH COLONIST

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By A. DE COSMOS.

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TERMS—CASH.

**THE FRASER MINES VINDICATED; OR, THE HISTORY OF FOUR MONTHS.** By ALFRED WADDINGTON.

The above is the title of a work just issued from the press, written by a gentleman not unknown in literary circles. The work treats, as its title indicates, of matters concerning the interests of Vancouver Island and British Columbia; gives a short history of the times, and the blunders which have been committed by various parties. And to which, in a great measure, may be attributed the slight depression in our affairs; and suggests a number of remedies which, if applied at once, will assist materially in bringing back the thousands who have left our shores.

We give below one or two rather interesting extracts from the work spoken of, which is neatly printed, and well worth a perusal:

"Every candid reader will now be convinced, (and I am speaking to those abroad, for those here know it well), that the disappointments attending this unfortunate gold crusade have had nothing to do with the existence of the gold itself, and that in presence of the numerous obstacles which have had to be contended with, the quantity so far extracted may compare most favorably with the beginnings of any other gold field, and is of itself a sufficient proof of its abundance. Indeed the state of the country has alone rendered a much greater quantity from being taken out; and the steady increase in the amount coming down, and which will probably amount to near 500,000 dollars for November; though with a relatively small number of miners, and all the impediments of the winter season to compete with, adds a new proof to the fact. If the above calculations could have been carried down to the present date (Nov. 15) this would have been still more apparent; but it is becoming every day more difficult to obtain the real amount exported, for every other store deals now in gold dust, besides which many get their friends to take it down at a small premium, to avoid the expense of the Express.

"Moreover, and with respect to the future yield, hardly a spot beyond the end of the river had been prospected in the whole country, and now within a fortnight bank diggings have been discovered extending on both sides of the

Fraser to the feet of the mountains, including thousands of acres. These are in fact a species of dry diggings, but it is beyond doubt that the other kind of dry diggings exist plentifully in the north; and indeed they have been found wherever the miner has been able to search for them with any persistency. Again, leads of gold quartz are well known to exist on Pitt river, and quite latterly coarse gold has been discovered 60 miles up the Squamish river, on Howe's Sound; leaving little doubt that gold will be worked before long on this side of the coast range north of Fraser river.

"So much for the gold mines. And now taking a farewell look at Victoria, and though comparisons are said to be invidious, let us recapitulate and confront what has been done there.

"We will say nothing of its climate, its unrivalled position and other natural advantages. But where, in spite of the stifling influences of monopoly, shall we find so much progress in four short months as in Victoria? Where now are her rivals, Port Townsend, Watcom. Sehome, and the two Semiahmoos, for which so much has been done or attempted? Where in so short a time have there been so many streets laid out, built up and some of them graded, macadamized, planked, and even lighted up, as in Victoria? Eight substantial wharves carried out into the harbour, two brick hotels and other brick buildings, numerous frame houses and stores, besides these going up, twenty or thirty restaurants and coffee houses, steamboats built and launched, in short all the beginnings of a large city. Where a more orderly population, or more law-abiding? Where in the United States a city without taxes, lawyers, or public debt? Where in the United States the town or city, where there is more money to be made, even now, by the industrious trader or craftsman who is at all decently started in his business, than in Victoria? And as a proof, rents are higher at this moment than in San Francisco, and in spite of the sudden revulsion in business and the departure of so many jobbers and traders, there are scarcely six business stores empty. A proof, bye the bye, that the prosperity of the country could do without them. Could San Francisco boast of as much at the end of four months? And yet she had at her disposal a whole territory possessing the greatest possible facilities for internal communications and commerce, without restrictions or monopoly to cope with, or a neighbouring hostile press to calumniate her and drive every body away from her shores."

In the following paragraph the author makes a thrust at the army of scribblers who infested the country a few weeks since, and who seemed to delight in misrepresenting every thing connected with our advancement:

"It is to the newspapers of San Francisco that, with one or two exceptions, we owe our bad name abroad, and the consequent check on foreign emigration. If I recollect right there exists in San Francisco, an association, which has not been over successful, for the promotion of immigration. The newspapers have done better than the association, for they have succeeded not only in stopping all our immigration, but in keeping it to themselves. Much could be said on their way of treating every thing in this country, but their strictures have been so evidently tinged with jealousy that it would be hardly worth while; and as to their correspondents, some of their letters have been so ridiculous, not to say worse, that I rather suspect they must have been tinged with rum.

"Assuredly there has been enough to find fault with, without having recourse to all these exaggerations. Most of them have been totally unfounded, and I may truly say that, under a different regime, the almost superhuman difficulties we have had to contend with would have been overcome, and our short history instead of being chequered with reverses would have presented a brighter page.

"Providence, for wise reasons, had ordained that it should be otherwise, and that our exaggerated dreams of prosperity, our castles in the air should be roughly interrupted and destroyed. We have been brought to our senses, and some of us have been taught the lessons of adversity. Over speculation is at an end, and land agents in despair. A flock of men, the scouts of civilization, and who would have converted this country into a second California, have left our shores. Many immigrants too, of a much better class, but who were not suited to the country, have left us. Men who wanted impossibilities—Miners who have their wives and children, their homes, their claims with which to gain an independence, and all the comforts of a congenial climate in California, were not the men to stop here. Besides they had been spoiled, and no ordinary gains could satisfy them. Nor did we want so many jobbers and importers. Where goods can be thrown into the market from San Francisco in a fortnight, speculation is out of the question, and instead of 59 jobbing houses (about as many as in San Francisco,) all that is wanted for the present trade with the mines and back country is a small number of wholesale merchants.

"We have then reason to be thankful, and if our short sighted disappointments have been a severe trial to all, we have still a good aftergrowth of hope before us. The truth is already spreading abroad; all the assertions of those who have left us will not diminish one ounce of the gold in our mountains, and those who are gone will soon be replaced by

another population as active, more hardy and less ambitious. Let that population once reach our shores, and measures be taken to encourage them, foreigners or not. Let miners be allowed to make their own bye-laws and regulations for each bar or district, subject to the approbation of a council of miners; instead of starving them out, let the country be entirely thrown open, so that provisions may be as cheap as possible in the interior, and let the tax on goods be modified, so as to be levied on the superfluities and not on the necessities of life. Let every one be allowed to buy land at American prices and not at five dollars an acre; and instead of throwing obstacles in the way of the colonist, give the poor bona fide settler a right of pre-emption, and a premium of land, taken from the wild waste, to the deserving father of a numerous family. Above all, let us have no tardy measures to drive emigrants away once more and make us lose the advantages of another year. Let all this and more, if possible, be done, and the progress of this favored country will be as sure as it will be rapid."

**NOVA SCOTIA.**—The Tories and Liberals are working lustily for the "loaves and fishes." The late election for two members of the Lower House, resulted in favor of the Liberals. W. Forman, Chief Engineer of the Railroad, has been removed, and Mr. Laurie appointed in his place. The Government charge him with incompetency. The Opposition say he was removed for interfering in the Hanis election, which ended unfavorably to the government.

Religious feeling is enlisted in support of each party. A Protestant alliance is ranked on the side of the Liberals. The Catholic influence, one-fifth of the population, supports the Johnston administration.

The Hon. Dr. Tupper, Hon. R. B. Dickey and W. A. Henry, Esq., have been appointed delegates to England on the subject of an Inter-Colonial Railway.

It appears that just now there is great excitement in Canada. The Bowmanville Statesman says:

"Never since the troublous times of 1856,—'57 was the province in such a state of political excitement; and most assuredly there never was greater cause for alarm than at present exists."

**HALIFAX AND QUEBEC RAILWAY.**—We have sufficient authority for stating that the British Government will guarantee the interest on money enough to build the above Railway—to be constructed by the Company which was recently represented at the Colonial Office by Lord Bury, Mr. Cunard, etc.—St. John News

In introducing the "British Colonist" to the public we are expected to give a bird's-eye view of the course we intend to pursue. To this reasonable demand we cheerfully submit, and trust that when we have done so, our plan will meet the expectations of our friends, and merit the support of our readers and patrons.

We intend, with the help of a generous public, to make the "British Colonist" an independent paper, the organ of no clique nor party—a true index of public opinion.

In our National politics we shall ever foster that loyalty which is due to the parent government, and determinedly oppose every influence tending to undermine or subvert the existing connection between the colonies and the mother country.

We shall give a careful summary of inter-colonial politics and news. The great colonial issues of the day will from time to time engage our attention. Particular interest will be taken in the absorbing questions now before the British North American colonies: The union of these colonies, representation in the imperial parliament, the Pacific railroad, and the overland wagon road and telegraph.

In our local politics we shall be found the sure friend of reform. We shall aim at introducing such reforms as will tend to government according to the well understood wishes of the people. It will be a primary object with us to advocate such changes as will tend to establish self-government. The present Constitution we hold is radically defective, and unsuited to the advanced condition of this colony. We shall counsel the introduction of responsible government—a system long established in British America, by which the people will have the whole and sole control over the local affairs of the colony. In short we shall advocate a Constitution modelled after the British, and similar to that of Canada.

In every thing that concerns British Columbia we shall take a deep and permanent interest. The interests of the two colonies, we believe, are identical, and shall receive an equal share of consideration at our hands. To foster the settlement of British Columbia, chronicle its progress, and assist in the establishment of necessary political and commercial reforms, are duties which we cheerfully impose on ourself. Our columns will ever be open to publish their grievances, and used to demand redress at the hands of the proper authorities.

Our industrial resources will find

us a warm friend. Every effort shall be made to increase our population, to foster agriculture, to develop our mines and our fisheries, and promote the interests of commerce and manufactures.

In the discharge of our duty, when called to speak of efficiency or inefficiency in any department of the public service, we shall applaud merit, and promptly denounce incompetency.

We shall ever be found on the side of law and order. Any attempt to render life or property insecure, or to interfere with the prompt and certain administration of justice, will be sternly rebuked, and the authors exposed to public condemnation. Constitutional means only, shall receive our support, in order to alter or modify our laws and institutions.

In conclusion, we hope to make the "British Colonist" a welcome visitor, and a useful auxiliary to the pioneers of British Columbia and Vancouver's Island.

#### GOV. DOUGLAS' ADMINISTRATION.

In discussing the acts of the Executive of Vancouver's Island and of British Columbia, we have to deal directly with the representative of Her Majesty. There being no Executive Council in either of these Colonies responsible to the people, we have no other course to pursue. It is consequently a much more delicate task for us to comment on the administration of public affairs here, than it would be in our sister Colonies, where the Governor is not held responsible for acts done by the advice of his ministry.

The few observations which we propose to make on the course pursued by our Executive, are prompted solely by a desire to promote the prosperity of these Colonies, and not to awaken in the public a feeling hostile to the person of our Chief Magistrate; nor to divide the Colony into political parties. They proceed from no personal feeling which we entertain: We never asked at the hands of His Excellency any favor; consequently have received no refusal calculated to create a private pique. We are and always have been his well-wisher. We differ with him as to the policy which he has pursued; believing that he has been prompted to the performance of acts, by unconstitutional advisers, which have tended to retard the progress of these colonies.

We do believe that no man ever had a more favorable opportunity to distinguish himself as a statesman than Gov. Douglas. Everything conspired in his favor. Gold was discovered in British Columbia. Tens of thousands came eager to engage in the introduction of all the appliances of civilization, and thus lay in a few weeks the foundation of a nation in a land almost unknown. Nothing was required but mind to organize, and the disposition to use it. Gov. Douglas was the most prominent person here at this auspicious season. He was the only one who could with color of right interfere. Had he then taken due advantage of

that happy combination of circumstances, history would have ranked him with Clive and with Hastings; he would have received the merited honor of adding a bright jewel to the British Crown. Had he then proved himself a statesman, he would have been clearly entitled to a special reward at the hands of his Sovereign. To day he would have been the most popular man in these colonies. His life would have been honored; his death lamented, and his name imperishable.

Unfortunately for these colonies Gov. Douglas was not equal to the occasion. He wanted to serve his country with honor, and at the same time preserve the grasping interests of the Hudson's Bay Company inviolate. In trying to serve two masters he was unsuccessful as a statesman. His administration was never marked by those broad and comprehensive views of government, which were necessary to the times and to the foundation of a great colony. It appeared sordid; was exclusive and anti-British; and belonged to a past age. A wily diplomacy shrouded all. An Administration so marked—one with a doubtful claim to "exclusive trade and navigation"—could not well be other than unpopular, and unsuccessful.

From the outset, we could see no other course than a liberal and expansive policy. We arrived among the earliest. We soon saw and learned enough to convince us that a great gold country had been discovered; that the consequence was, death to monopoly. How Gov. Douglas could have been advised by friends, in the colony or out of it, to entertain the views expressed in his dispatch of that period, (May 8, 1858), we know not. For ourself when we read it we were astonished. From his reputation we expected any thing but a recommendation almost tantamount to a prohibition of the immigrants. It is incomprehensible to us how any person could think that England—the foremost country of the world in the path of freedom and free trade—should expect any number of persons who might think proper to enter her territories, to "swear allegiance or give security for their good behavior," ere they should be allowed to engage in industrial pursuits. To think of England—who was then engaged in bettering down the walls of an exclusive despotism—making a breach through which Constitutional laws, enlightened religion, the peaceful arts of commerce, could be introduced to shackled millions—that she could assent to propositions of that character, is to us unaccountable. Fortunately for these colonies an enlightened minister presided over the colonial department, whose reply was: "Let them enter."

The great mistake of the administration occurred early. Instead of taking the responsibility to throw the country open to free trade and colonization; instead of sinking all sordid considerations for the public good, we fear our Executive gave honeyed words to those whom he would partially prohibit; made his policy approximate to "masterly inactivity;" published obstructive proclamations for acts; and excused all by a

doubtful claim to "exclusive trade and navigation."

Such were not the measures which would entitle the author to the most exalted niche in the temple of fame.

Some responsibility was taken, however. The blockade was ended, and foreign vessels allowed to navigate Fraser's river. A more necessary measure could not have been conceived; nor one more worthy of commendation. But why were not greater responsibilities assumed, and the country opened to trade and settlement? Certainly the resources of the country were better known to the Executive than any one else. The reason is patent: "The exclusive claim to trade and navigation loomed up;" to open the country would be poaching on the Company's preserves. It is presumed however, that if His Excellency had foreseen the temper of the British people relative to the Company, he would have inaugurated a different state of things; and the country would not have received a wound which it will take years to heal.

More than was done was expected from the Chief-Factor of the Hudson's Bay Company. The Chief-Factor, in the opinion of all here, could have proved himself a more practical business man, benefited the Company more, and injured the colony less, had he acted on their claim to "exclusive trade," by granting a license to trade, or by promptly imposing a duty for the Company's benefit, as is said was the case at first with the ten per cent duty. By this means the trader would have followed the miner, and settled up the country, and thousands who have left our shores would have remained to add millions to our productive wealth.

A favorable season was frittered away without proper encouragement being shown to a hardy and enterprising population to settle down in the country. The small amount of progress which was made, is not one per cent of what could have been accomplished had a more liberal disposition been shown towards colonization. Towns, villages, farms, mills, roads,—every thing would have been done which a strong will and a skillful hand saw necessary to secure the reward of persevering industry. Fraser's river would, to day, stand high abroad; greater prosperity would be experienced at home. Of the many hundreds who have left this port, not a tithe would have gone. The majority of the Lillooet trail cutters would have remained, had it not been grossly mismanaged, and 400,000 dollars added to the debt of the colony when a third of the amount would have sufficed. Provisions would have been plenty; the upper Fraser thoroughly prospected; permanent settlements made, and the material wealth of the colony largely increased. To day the California press, instead of denouncing Fraser's river as a humbug, would have been our jealous advocates.

Hundreds have told us there is plenty of gold on Bridge river; plenty on Fraser; the average diggings are ahead of California; but we have no provisions. We cannot stay to shiver and starve; we shall return. Who then is responsible for this wholesale depopulation of the



country? We fear it will be attributed to the tardy, ill-digested, and ill-advised policy of our Executive that thousands have left the colony in disgust.

We firmly believe that the intentions of our Executive were good; that he is too honorable a gentleman, and too sensible to contemporaneous and posthumous fame, to have entertained other than an honest desire to benefit the country; but to the preponderating influences of the Hudson's Bay Company's counsellors—ever hostile to the interests of civilization—we may attribute in a great measure these disastrous consequences.

For a long period the Hudson's Bay Company claimed, under the license of 1858, that the "exclusive right to trade with the Indians," meant an "exclusive right to trade and navigation." To us it was always a doubtful claim, and are now confirmed in our opinion that it was based on unwarrantable assumption. The proclamation annulling the license of 1858, does not mention any right but the "exclusive right to trade with the Indians." In the conference between the Executive and House of Assembly a different position was affirmed, though it apparently differs with Her Majesty's proclamation. If that Company did have the exclusive right, they have it still, as far as the public knows, for it is not annulled in the proclamation. We hope that the government will enlighten the public on this matter, which has had such an important bearing on the present administration.

We did suppose that the mistakes of the past would have been remedied by a more consummate policy in the future. But judging from a recent proclamation, establishing a tariff, and declaring Victoria a port of entry for British Columbia, we think there is still great room for amendment; and that the Executive must be surrounded by sordid advisers who desire to prostitute public good to suit private ends. If it was intended to retard the advancement of British Columbia, we believe it is well calculated to accomplish its purpose.

Though the tendency might be to the interest of Victoria, still as a lover of our common country, we cannot shut our eyes to the insane and unjust policy of excluding British Columbia from the direct trade of the world.

The reasons for this given in the proclamation are the most puerile that were ever offered by a law making power. We quote: "There is at present no officer in British Columbia empowered to levy the duties aforesaid, nor any station in the said colony at which the said duties can be CONVENIENTLY levied, or at which an officer can CONVENIENTLY be posted." This we view as a great blunder. For why were not the interests and convenience of British Columbia consulted instead of the convenience of an officer? It cannot be supposed that Gov. Douglas wishes the public abroad to understand that Langley is an unfit place for a station. At home the people will shortly demonstrate its practicability. By order of Gov. Douglas lots were sold at Langley to a very large amount. Did it occur to His Excellency that in mak-

ing this the port of entry that it was virtually a direct injury to the purchasers? Why was it not made known at the time of sale? It was either his intention before the sale or after it to make the proclamation. If before, we believe that in all fairness it should have been made public. If after, then it must appear as a cool design to check the spirit of enterprise in that direction.

For the future we trust we will have the pleasure of chronicling measures bringing honor to the administration, and a greater degree of prosperity to these colonies.

## HOUSE OF ASSEMBLY.

TUESDAY, Dec. 7.

Met pursuant to adjournment. Present.—Hon. Speaker Helmcken, James Yates, T. J. Skinner, Dr. Kennedy, and J. W. McKay, Esq.

The Speaker said the first in order was Mr. Pemberton's motion relative to public roads.

Mr. McKay moved to defer it as Mr. Pemberton was not present, which was agreed to.

The Speaker said the next in order was the road by Mr. Skinner's, to unite the Hospital road with Craig Flower.

Mr. Skinner stated that the object of the road was to afford greater convenience in traveling between Craig Flower and the Hospital; that it would run around Esquimalt Harbour; and that the cost was trifling.

Mr. Yates thought it was necessary to appoint two disinterested persons Road Commissioners to view the road before any appropriation was made.

Mr. Skinner suggested Mr. Langford, as a gentleman well qualified for the duty.

Mr. McKay differed with the hon. gentleman, and thought Mr. Langford had enough business of his own to attend to.

The Speaker thought it would be better to leave it to the Surveyor's Department.

Mr. Skinner deprecated any interference with the duties of that department.

Mr. McKay inquired what fund would defray the expense?

The Speaker replied that new roads were made by appropriations from the Crown Land Fund.

Here an irregular discussion occurred on the suggestion of Mr. McKay relative to the East Road; that it was inconvenient to travel from that road to Esquimalt Harbour, as you had to either go by Craig Flower Bridge or Victoria. The Speaker remarked that the Saanitch Road was finished. Mr. Yates said that if the old bridge at the rapids was in good repair, and a road connecting the East road with the bridge, it would shorten the distance very much to Esquimalt Harbour, and the regular order was resumed.

Mr. Skinner said he was uncertain whether it would be necessary to purchase the land over which the road would run or not.

The Speaker replied that it would depend altogether on the character of the title whether the colony would be required to purchase the land. Allowed to lay over.

The Speaker asked for an appropriation of 4000 dollars to build a bridge across the gully at the junction of Johnson and Government streets.

Mr. Skinner wanted to know if it was intended to make it level with the grade of the street.

Hon. Speaker replied affirmatively, and that he did not ask for the appropriation now; but wanted to know if it was agreeable to the House to vote it on a future occasion. He would now mention that it would be necessary also to vote money

for a bridge across the gully at the end of Waddington street.

Mr. Yates said that Mr. McKay had some time ago made a motion for the "Blue Book." He now wished to know if the Speaker had received any message from the Governor on the subject.

The Speaker replied that he had received a message from His Excellency, that there was a "Blue Book" in his possession at the service of any person who would make application. He would see that the hon. member should have it. He would now give notice of an address to the Governor which he would move at the next sitting, relative to equalization of the duties on British and Foreign vessels; the repeal of license of steamers and lighters plying between Victoria and Esquimalt, and for the abolition of charges for clearance on vessels in the coasting trade, and steamers and vessels running between this port and Fraser's river, and that the regulation of the Custom House making it necessary to land or ship merchandise between the hours of 9 a. m. and 4 p. m. should be altered, and that the House should see that it was done.

Mr. Yates said the Custom House closed at 1 o'clock for dinner. It interfered with business, that it ought to be kept open all day.

Mr. McKay said there was no Custom House, and that it was unnecessary.

Mr. Skinner differed in opinion, and thought a Custom House necessary.

The Speaker said some appropriations were necessary for petty roads. He would not ask the House for them to day.

Mr. McKay was in favor of road commissioners.

Mr. Yates said it was absolutely necessary to appoint road commissioners. Without them the public highways could not be kept in good condition.

Dr. Kennedy concurred with the hon. member.

Mr. Yates moved that the House grant permission to repair the road in the vicinity of Dr. Kennedy's farm.

The Speaker informed Dr. Kennedy that permission was granted, and that the House would make an appropriation to meet the expense.

Adjourned till Tuesday next at 11 A. M.

Apology.—Owing to causes beyond our control, many items of interest have been deferred, and our paper delayed. We will be careful that our next issue will appear punctually on Saturday morning, and contain a greater variety of reading matter.

A Proclamation, dated Dec. 3rd, having force of law, is stuck up on the Fort gate, giving power to the Governor of British Columbia to convey lands in that colony.

Remour says:—Mr. Donald Fraser will be appointed a member of the Council for Vancouver Island, in the place of the Hon. Mr. Todd, resigned.

## NEW ADVERTISEMENTS.

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## MARINE INTELLIGENCE.

### ARRIVED.

Dec 7th—Str Santa Cruz, Fauntleroy, San Francisco.  
8th—Schr Franklin, Smith, Port Townsend.  
Wild Pigeon, Jones, Port Townsend.  
Schr Spray, Barber, Olympia.  
Str Beaver, Swanson, Fraser river.  
Str Ott, Mount, Fraser river.  
Schr Mary Ann, Tucker, Langley.  
9th—Sloop Leonede, Allen, Port Townsend.  
Schr Merlin, Trigard, Langley.  
10th—Str Santa Cruz, Fauntleroy, Port Townsend.  
Schr Ino, Lawton, Fraser river.  
Schr Harriet, Coffin, Port Townsend.

### CLEARED.

Dec 7th—Schr Wild Duck, Ross, Port Townsend.  
Schr Morning star, McKay, Nanaimo.  
8th—Schr Page, Obery, Port Townsend.  
Schr Nanaimo Packet, Walker, Nanaimo.  
Schr Sherman, Smith, Port Townsend.  
10th—Santa Cruz, Fauntleroy, Port Townsend.  
9th—Josephine Hewitt, Hewitt, Fraser river.  
11th—Str Beaver, Swanson, Fraser river.

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## COLONIAL.

**CANADA.**—THE INTER-COLONIAL RAILWAY.—Recent events have given more significance to this grand scheme than people have hitherto attached to it. The resolutions of Mr. Macdonald, moved by Rose during his illness, which we have previously published, put it in a possible or feasible shape. According to the survey of Major Robinson, the distance from Quebec to Halifax is 600 miles, and his estimate of the cost of the Railway, 5,000,000 pounds sterling. 400 miles of the road in Canada have already been constructed, and 64 in Nova Scotia. With these branches made it is calculated that 5,000,000 will complete the work, estimating the cost of construction at 40,000 pounds per mile. To raise this sum Nova Scotia and New Brunswick ask imperial guarantee of their Bonds to the amount of 4,000,000 pounds sterling each, thus finding two out of five millions. For the Canadian part of the scheme, we recapitulate Mr. Rose's words as reported:—

"Canada would aid the undertaking in this way. 'Some years ago, we, thro' Lord Sydenham, borrowed a sum of 1,500,000 pounds sterling from the imperial authorities for public works in Canada. About half of this amount had been since repaid, or rather was to the credit of Canada as a sinking fund. It was now proposed that if England would give to Canada a receipt in full for the whole debt, she would be prepared to appropriate it for the construction of that railway. It would thus cost Canada nothing, while the amount would be a small contribution on the part of England to an undertaking which would be more national than colonial in its character.' (Hear.) Thus 5,500,000 out of 5,000,000 pounds—which was the largest estimate of the cost of the work—would be secure."

In addition to this there are 4,000,000 acres of land in New Brunswick and Canada, along the line of the road, to be given towards it, worth little now, but portions of which would become valuable, with the road passing through them. On the land and the credit of the enterprise itself it is proposed to raise the remaining 1,500,000 pounds. We believe Messrs. Macdonald and Rose gave the question much attention when in London last year, and became satisfied of its feasibility. Nova Scotia and New Brunswick are deeply anxious to have the road, and would pay of their ability to obtain it. And it is the only thing which would make valuable the portion of the Grand Trunk Railroad below Quebec. The Government calculation is that the proposed road will pay the working expenses. If so, it would, no doubt, be better to have it. The international considerations which may be urged in favor of it are weighty, and as we have before pointed out the discovery of gold at Fraser River may, before very long, lead to its being a portion of an Atlantic and Pacific Railroad. Undoubtedly, the inter-oceanic road will, in the course of time, be built, step by step, as the continent fills up with population and wealth, the joint product of its natural resources and human labor. The finances of the Province are cer-

tainly not in a state to induce one to look with a favorable eye on any grand scheme, based on good commercial or other estimates, requiring a large outlay of money. It has already speculated enough for its revenue—more than suits the comforts of the Minister charged with finding the ways and means; but there is no good reason why the country should not consider favorably such a scheme as that submitted the other day by Mr. Rose.—Montreal Gazette.

**NEW BRUNSWICK.**—The New Brunswick Government appears to be dealing vigorously with the question of Emigration in that Province. The system introduced by their predecessors has been repealed, and a new Emigrant Agent, Mr. Shives, has been appointed in place of Mr. Perley. New Brunswick offers a large field for Emigration, the quantity of land at the disposal of the Government being little if at all short of twelve millions of acres, the greater part of which is of an excellent quality. The price of the land is three shillings per acre, to actual settlers, if paid for in cash—the money in all cases to be expended in the opening and improvement of roads leading to or through the property purchased.

"The regulations will only require the purchaser to clear two acres the first two years, and to occupy and reside there one year, and clear five acres before the grant expires, the purchaser can in all cases pay for the land in labor, if desirous of so doing; thus virtually giving to the settler the land, if he will perform fifteen pounds worth of labor on the roads.

"The title of the land not to vest in the purchaser until he has actually made a settlement. Provisions are also made to reserve land for schools."

The Globe says:

"The Emigrant will find, when he lands upon our shores, that the Emigrant Agent will be ready to attend upon him, he will find plans of the land in the office, with descriptions of quality. The Emigrant Agent will, after giving him full information, conduct him to the County and District Surveyor, who can immediately point out to him the land on which to settle, for which he can have his option either to pay in labor or money, as best suits his inclination and convenience."

This is what we call a sound practical measure, which cannot but be attended with the most beneficial consequences.

The Canadian Usury Act, as amended last session, permits that hereafter any rate of interest agreed on between parties may be exacted. When no rate is specified, the rate is to be six per cent. Banks are restricted to seven per cent.

**ADMISSION.**—The Salem Statesman, the organ of the Administration party at the seat of government in Oregon, demands the admission of that territory as a State by the next Congress.

The taxable property of Oregon territory amounts to 22,724,118 dollars against 18,465,272 dollars last year.

**LOUIS J. PAPINEAU.**—Shortly after leaving Grenville—on the Ottawa river—on our right, the chateau of a celebrated Canadian public man, Louis J. Papineau, the former Speaker of the Lower House and originator of the Rebellion of 1837. It is in the midst of a large seigniorie here, La Petite Nation, of which he is the lord. The house is within a few yards of the river side, on a low hill, half hidden by foliage, and with abundance of forest in the back ground. It is a substantial, irregular, and rather picturesque looking, stone building, with towers and high pitched roof, and reminds one of the pictures of old Norman chateaux. Here dwells, seemingly in peace and quietness, the hero of many a hard-fought political battle, who with all his errors, was unquestionably, when in his prime, one of the most talented men and, according to most accounts, the ablest public speaker, that Canada has ever produced. Mr. Papineau has attained the patriarchal age of four score years, and either through indifference, or natural decay of his mental powers, takes little or no interest in the present noisy politics of the country.—Acad. Rec.

An act was passed at the last session of the Canadian Parliament to allow Heads of Departments to exchange offices without re-election. The Brown ministry being displaced, three of the present Cabinet having exchanged offices, actions have been commenced at Toronto against hon'ls. John A. Macdonald, Sidney Smith and P. M. Vankoughnet for alleged illegality of transfer of office without re-election. The penalties sought to be recovered is 500 pounds from each daily.

**LORD KAMES' PROPHECY.**—In a conversation of Lord Kames with his gardener, one day, he said, "George, the time will soon come when a man shall be able to carry the manure for an acre of land in one of his waistcoat pockets;" to which the gardener replied, "I believe it, sir; but he will be able to carry all the crop in the other pocket."

**ADMIRALS IN THE UNITED STATES NAVY.**—At last, we have an admiral in the navy. The Navy Department, it is rumored, has just decided that naval captains, when in charge of expeditions similar to that now about to start for South America, shall be justified in assuming the title of, and be entitled to the honors and salutes of an admiral. Accordingly, Admiral Shubrick now flies his broad flag at the fore instead of the main, where Yankee commodores have hitherto located their pennants.

The electric telegraph, between Sydney and Melbourne, is nearly complete. It is already in operation thro' Victoria, between Melbourne and Albany; and through New South Wales from Sydney, as far as Gundagai, within thirty hours of Albany.

The Empire, a well known Australian paper, expired on the 28th August.

**WITNESSES.**—In our legal reports will be found an account of a proceeding before Judge Betts for the discharge of an English sailor boy, only fifteen years of age, who has been confined for upwards of eight months in the Eldridge street prison, as a witness on behalf of the United States. A friend who visited him tells us that he found him without shoes or stockings, complaining that the slivers of the floor ran into his feet and made them bleed; that he had no shoes for months. The last, it was ascertained, were destroyed by the rats. Mr. Archibald, the British Consul at this port, addressed a petition for his release to the United States District Judge, who very properly rebuked the barbarous practice complained of by directing an order to that effect to be entered at once.—New York paper.

**UNWRITTEN POETRY.**—Far down in the depths of the human heart there is a fountain of pure and hallowed feeling, from which, at times, swell up a tide of emotion which words are powerless to express—which the soul alone can appreciate. Full many hearts overflowing with sublime thoughts and holy imagining, need but the "pen of fire" to hold enraptured thousands in its spells. The "thoughts that breathe" are there, but not the words that burn. Nature's own inspiration fills the heart with emotions too deep for utterance, and with the poetry of the heart lies forever concealed in its own mysterious shrine."

Unwritten poetry! It is stamped upon the broad blue sky; it twinkles in every star. It mingles in the ocean's surge, and glitters in the dew-drop that gems the lily's bell. It glows in the gorgeous colors of the decline of day, and rests in the blackened crest of the glittering storm-cloud. It is on the mountain's height, and in the cataract's roar—in the towering oak, and in the tiny flower, where we can see the hand of God, there beauty finds her dwelling place.

**NEGRO VOTERS.**—It is claimed that there are at present 11,000 negro voters in the State of New York. The N. Y. Times does not believe there are quite so many, inasmuch as the last census only showed 9,000 colored voters. The entire negro population of that State, when the census was taken, 1855, was 45,286.

**OREGON.**—It appears from the reports of the Assessors of the various counties of Oregon, that there are 42,862 souls and 9,910 voters in the territory.

Why is fine woman like a locomotive? Because she draws a train after her, scatters the sparks, transports the mails (males), and makes us forget time and space.